

LONG BEACH AIRPORT PASSENGER TERMINAL IMPROVEMENTS

POTENTIAL FOR REDUCTION IN SIZE OF FEATURES IN THE STAFF RECOMMENDED FACILITY PROGRAM (SRFP)

Holdrooms

The components of the holdrooms in the SRFP – departure lounges, circulation and restrooms – were sized to provide an industry-average level of service, which would alleviate current overcrowding and congestion and provide adequate capacity to accommodate the permitted commuter flight activity. The reduced-size alternatives will consider reduction of these areas which will result in lower levels of service, approaching or matching the conditions that exist today.

Passenger Security Screening

The square footage required for passenger security screening is dependent upon the requirements and guidelines of the Transportation Security Administration. Therefore, a reduction in size from the SRFP is not recommended.

Concession Area

The concession area in the SRFP is estimated based on a preliminary concession area planning factor that assumes an assortment of retail offerings, a typical airport concessions layout, and an opportunity for maximized revenue to the Airport. The reduced-size alternatives will consider concession areas that a) limit the number and type of retail offerings, b) restrict the type of concession service (seating for food service, for example), which in turn will impact the revenue potential, or c) some combination of both.

Baggage Security Screening

The size required for baggage security screening is dependent upon requirements and guidelines of the Transportation Security Administration, and current industry technology. The size provided for in the SRFP is based on a design by TSA consultants for future improvements to the baggage screening process at the Long Beach Airport. Therefore, a reduction in size from the SRFP is not recommended.

Baggage Claim Devices

The minimum number of linear feet required for the forecast passenger arrivals was utilized in the SRFP. Reducing that number would cause delays in the airline delivery and passenger retrieval of baggage, not only inconveniencing passengers but also

resulting in safety and security concerns as the baggage claim areas would become overcrowded. As the recommended number of bag claim devices and baggage claim area does not add capacity or draw passengers to the Airport, it is recommended that the size of the bag claim devices not be reduced.

Baggage Service Office

The baggage service office provides a secure location for airlines to lock-up baggage unclaimed or left behind by passengers and a location to assist passengers with filing reports for lost luggage. The square footage provided in the SRFP is only 900 square feet. As the size of the baggage service office does not add capacity or draw passengers to the Airport, it is recommended that the size of the bag claim devices not be reduced.

Restrooms (Non-Secure)

There is currently a shortage of restrooms on the non-secure side of the Terminal facilities as the majority of the existing restrooms are in the secure holdrooms. The restrooms in the holdrooms are not available to all employees, passenger meeters/greeters, and, in some cases, deplaning passengers. As the number of restrooms (non-secure) does not add capacity or draw passengers to the Airport, it is recommended that the number in the SRFP not be reduced.

Multi-Purpose Rooms

The Terminal area currently does not have any meeting rooms that can seat more than six people. To accommodate many meetings, staff must hold meetings off-site. In addition, a room is desired on-site for security debriefings and for safety and security training. The square footage provided in the SRFP for a multi-purpose room on the non-secure side of the Terminal area is only 300 square feet. As the size of the multi-purpose room does not add capacity or draw passengers to the Airport, it is recommended that the size of the multi-purpose room not be reduced.

Office Space

Currently, office space in temporary trailers is held by both the TSA and airlines. The SRFP provided for the elimination of the temporary trailers and constructing larger size offices in the overall amount of square footage estimated to be the required space by TSA (13,500 square feet) and the airlines (10,000 square feet).

The reduced-size alternatives will consider reduction of the square footage in the Terminal area to that amount of estimated square footage that is necessary to be in the Terminal area because of its function (i.e., breakroom for TSA employees; ground crew base for airlines). Additional required office space would have to be found by the TSA

or airlines off-site or at adjacent leaseholds. There will be impacts resulting from any reduction.

No reduction to the square footage for Airport office space is recommended. The number was reduced in the SRFP to 5,000 square feet from the 10,000 square feet that was included in the NOP. The 5,000 square feet is considered the lowest practical minimum and would include additional staff offices, security officer locker rooms, and space requested by the Long Beach Police.

Ticketing Facilities

The ticketing area in the SRFP includes space for the ticket counters, passenger queuing in front of the counters, and circulation space in the ticketing lobby. The ticket counter length is based on the current high utilization factor applied to the forecast passenger activity, plus required minimal additional length to accommodate forecast future commuter airlines. The recommended queuing and circulation spaces are based on minimum planning factors applied to the recommended counter length. Because the counter length and associated queuing and circulation areas are already sized to minimum standards, no reduction is recommended.

Aircraft Gates

The forecast prepared by HNTB indicates that for the 41 commercial flights and 25 commuter flights, 11 gates will be needed. This number is dependent on the forecasted number of flights for the peak hour and not the square footage of the facility or convenience of the passenger. Therefore, it is recommended that this number not be reduced.

Aircraft Parking Positions

The forecast prepared by HNTB indicates that for the 41 commercial flights and 25 commuter flights, 16 parking positions are required during the peak hour. This number includes both a parking position for a spare aircraft and a parking position for an off-schedule aircraft. These two positions could be eliminated, but not without impact to Airport and airline operations. The reduced-size alternatives may include a reduced number of aircraft parking positions; that number will be determined following additional analysis of impacts.

Vehicle Parking

To eliminate off-site parking and the need for shuttles, it is recommended that the number of vehicle parking spaces to be provided in the new parking structure, not be reduced, but remain as indicated in the SRFP.